

April 30.

Sch. Sadie M. Nnan, 20,000 haddock, 2000 cod.  
Sch. Mary T. Fallon, 25,000 haddock, 1000 cod, 4000 hake, 5000 cusk.  
Sch. James W. Parker, 15,000 cod, 20,000 hake, 18,000 cusk.  
Sch. Mildred V. Nunan, 7000 haddock, 2500 cod.  
Sch. Gov. Russell, 18,000 haddock, 6000 cod.  
Haddock, \$1.50 to \$2.25 per cwt.; large cod, \$2.50 to \$2.75; market cod, \$1.50 to \$2; hake, \$2.50 to \$4.50; cusk, \$2; halibut, 10 cts. per lb. for white and 8 cts. per lb. for gray.

May 1.

#### ROOT NOT TO RESIGN.

##### Friends Deny Report of Estrangement with President.

A despatch from Washington yesterday says that friends of Secretary Root deny most emphatically the report that the secretary intends to leave the cabinet and that there is any estrangement between him and the president.

One party said, "It was only a week ago yesterday that I saw the president, Secretary Root and Senator Lodge on horseback in Rock Creek Park. The president goes out riding more often with Mr. Root than anyone outside of his family."

Secretary Root is with his brother, who is dying at Clinton, N. Y.

May 1.

#### Good Trips.

After an absence of only 26 days sch. Cavalier, Capt. Robert B. Porper, arrived here early Tuesday morning with a splendid fare of 42,000 pounds of halibut, taken on Grand Bank, a fine catch in so short a time when the distance covered is considered.

Sch. Jennie B. Hodgdon, Capt. Isaac Merchant, arrived from Georges halibuting yesterday with a nice trip of 15,000 pounds of halibut, 40,000 pounds of fresh cusk and 15,000 pounds of salt fish.

Sch. Mary F. Curtis, Capt. Henry F. Curtis, arrived yesterday noon from a shack-rip to the eastward with a nice trip of 100,000 pounds of fresh fish.

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#### Halibut Sales.

The fare of sch. Cavalier sold to the New England Fish Co., at 8 cents per pound for white and 5 cents for gray. The fare of sch. Jennie B. Hodgdon also sold to the New England Fish Co. and that of sch. Lawrence Murdock to Gardner & Parsons, at the above figures.

May 1.

#### TRAWLER SPRAY'S BEST.

##### Arrives at Boston with 175,000 Pounds of Fresh Fish

The steam otter trawler Spray arrived at Boston this morning with the biggest trip she has caught since she was launched. She hails for 175,000 pounds of cod, haddock and pollock and 1500 pounds of halibut and the fare was taken on Western Bank, the craft having been gone from port but ten days.

May 1.

#### Good Stock.

Sch. James W. Parker, Capt. Valentine O'Neill, stock \$1291 on her fare of hake and cusk landed at Boston yesterday.

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#### Bank Cod Sale.

The fare of bank cod of sch. S. P. Willard sold to Cunningham & Thompson.

May 1.

HAS 10,000

## LARGE FISH.

### Sch. Pinta Getting 35 Cents Each for Them.

#### WEATHER FOGGY AND STORMY.

##### Seine Split and Trip Saved Out of 70,000.

The drought in the fresh mackerel market which has existed since last Thursday was broken this morning by the arrival at Fulton Market, New York, of sch. Pinta, Capt. John F. Vautier, of this port, with 10,000 large fresh mackerel.

As was to be expected, the large fish were very much in demand, especially so as no fresh mackerel of any kind had been on the market for five days, and the price soared accordingly, the fish bringing the big figure of 35 cents each, which will give Capt. Vautier and his crew the second largest single trip of the season.

On her previous trip, with 30,000 fresh medium mackerel, the Pinta stocked \$2116, and with the proceeds of this fine fare today will be high line of the southern fleet.

A special to the Times states that the Pinta got her fare Monday noon off Winter Quarter lightship. It had been a dungeon of fog, and after a lookout from the mast head since daylight, Capt. Vautier had come on deck and was just going down the cabin companionway, when it began to scale up, so he remained on deck. It glimmered for about 300 yards, and in a few moments the vessel almost ran into a big school of fish.

For some time it had been very bad weather and the Pinta had her mainsail in and her boat and seines on deck. It was very rough and blowing, but the sight of the school put a different aspect on affairs, and bad weather and fog were forgotten in the hustle of putting over the boat, making on the big seine and setting the mainsail.

All this time they had been keeping track of the big school of fish as well as they could. It stayed up, and with visions of a big check, every man hustled and the boat was soon being pulled in the direction of the school, when the sea geese put in appearance and plugging into the school, sank it.

After a while the men succeeded in scaring the birds off enough so that the school again showed, and after hard rowing in the rough sea they got around it and brought the seine together. The boat shipped much water and was in danger of swamping, but the men knew that they had a big school and were ready to take desperate chances to hold on to it.

The vessel came along and the seine was made secure alongside, but the weight of the big body of fish in the seine was so great that the other seineboat and two dories had to be put on the twine to help hold it up.

The work of bailing in was about to commence, but it was so rough that it seemed every moment as though the boats would swamp. They had just got ready to work in good shape, when suddenly the seine burst, tearing from cork rope to foot rope and letting nearly all the great school escape. As it was, the crew managed to save 10,000 after the seine burst, so some idea can be had of what a body of fish must have been in the seine.

Capt. Vautier and his crew estimate that there were at least 70,000 or 80,000 large mackerel in the seine when it split, and had even only 25,000 of these been saved, the biggest stock ever made out south on a single trip would have been the result, and had they saved the whole school, Capt. Vautier and his crew would have made a year's work off the one trip.

They must have taken desperate chances in trying to get the school, and did well to save what they did. That the weather must have been of the worst kind is known from the fact that Capt. Vautier has telegraphed the owner of the vessel, Capt. John Chisholm, to send him another foresail to New York at once.

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Another special dispatch to the Times from its New York correspondent states that Capt. Vautier reports very rough weather and a dungeon of fog for a whole week. No other vessels were seen in the vicinity by the crew of the Pinta when she got her fare.

The first mackerel of the season at Cape Cod was captured Monday in the trap at Chatham and shipped to Atwood & Co., Boston, arriving there yesterday. It weighed over two pounds and was alone, whereas the first haul last season at Cape Cod, which was a day later than this season, was six fish in count. In 1905 the first haul at Cape Cod, was, like this season, a lone fish and somewhat earlier than the last two seasons, being taken April 26.

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## FIRST SALT BANKER HOME.

### Sch. S. P. Willard Brings Initial Salt Cod Trip.

#### BAD WEATHER ALL THE TIME.

##### Capt. McInnis Gave Very Interesting Tale of Voyage.

As stated in the first edition of the Times, sch. S. P. Willard, the first of the salt bank codfishing fleet, arrived home this forenoon with a fare of 120,000 pounds of salted cod-fish.

Knowing how much interest is centered in the news from the first vessel of the fleet, a Times representative sought out Capt. John McInnis, the famous skipper, and from him secured the story of the trip.

In talking with the Times representative, Capt. McInnis told the story of the trip in his own unconventional way. He said that he left here on February 14, being the first vessel of the salt bank fleet to sail. His object was to make one short trip, then to come home and fit sch. Aloha for a salt pollock seining trip, and after that to get right down to solid, hard work and fit out for a dory handling codfishing trip to the Virgin Rocks and other favorite fishing spots for vessels fitted for this kind of fishing.

After leaving here in February, Capt. McInnis went to Halifax, N. S., where he took in a baiting of frozen squid and then drove his craft for the western part of Grand Bank. Here fish were plentiful, but the weather was such that fishing was out of the question.

For 21 days the Willard stayed in this favorite fishing spot, and in all that time there were only parts of two days when dories would be put over the side to fish, and even then it was taking a chance. On the short amount of trawls set out these two times, the crew brought back enough fish to show Capt. McInnis that they were right on the fish.

But the continued bad weather was a barrier, and Capt. McInnis had to lay back day after day, with the knowledge that they were on the head of the school of fish and still could not catch them because the rough, windy weather forbade, even at the risk of their lives, from taking the chance of setting trawls.

Giving the Grand Bank and its beastly weather up as a bad job, Capt. McInnis decided to try the southern coast of Newfoundland, hoping there to find conditions more favorable. Skirting the great northern ice pack, the Willard finally reached the grounds off Rose Blanche, N. F., and there, about 15 or 18 miles off shore, all hands appeared to do some hard fishing.

There the ice floe was outside of them, but as it showed no tendency to swing in shore, it did not bother them. Good fishing was found for a time, but, as Capt. McInnis expressed it, "We were too late for the fish." The weather, however, was better than on the Grand Bank, and by following up the edge of the ice they managed to get two weeks of fairly good fishing. Then the bait was all gone and it was a case of going after more, and so the craft was headed for Canso, N. S., where more squid were obtained.



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On the passage there a heavy gale was encountered and the craft was put under shortest sail and hove to. This was about the first of April. The craft made good weather of it until one unlucky sea reared its white crested head and toppling along, fell with full force on the deck of the Willard amidships, breaking eight out of the ten dories.

Of course the dories had to be repaired before any fishing could be done, and the craft was kept on her course for Canso, where repairs were made and more bait secured, and once more the craft's prow was turned for the fishing grounds, this time for the Peak, the great spring rendezvous of the salt bankers and of the early fish school as well. Here some fair fishing was found and the bait used up, and as the time was drawing near when Capt. McInnis knew the craft was needed for her other line of fishing, she was headed for home, arriving without incident on the homeward voyage.

Capt. McInnis has seen about all the salt bank fleet and no serious disasters or loss was reported by any of the vessels. Many had suffered more or less during the heavy weather as far as having dories smashed or losing a bit of cable and anchor were concerned. Some of the vessels had lost three or four anchors and there was hardly one in the fleet which had not lost at least one anchor.

Like all conservative skippers, Capt. McInnis was diffident about what the rest of the fleet had done. He said that some of the vessels had done well and some had done nothing. He thought that sch. A. E. Whyland, with 120,000 pounds of salt cod and sch. Elector, with 100,000 pounds or better, were the best fished of the fleet. Sch. Arcadia he put down for 80,000 or 90,000 pounds and sch. Maggie and May for 70,000 pounds, and these four vessels he thought were the leaders. Some other crafts had done fairly well, while others had done positively nothing.

Capt. McInnis stated that he left the Peak for home last Wednesday, and at that time eight vessels were left there. The rest of the fleet were into land for bait or scattered over the ground about Sable island. Very few, if any, were to the northward. Many were at Fox island, Guysboro Bay, looking for their baitings.

Taking it all in all, and considering how late many of the fleet were in getting on the fishing ground, Capt. McInnis was of the opinion that the fleet taken as a whole had not done as well as last year, up to the time he left for home. Some of the fleet had done better, but he believed the catch of the fleet taken all in all to be behind that of last spring at this time.

Capt. McInnis also reports that on Wednesday last, as the vessel was coming off the fishing ground for home, they came across two French fishermen astray in their dory. The men had lost their vessel, the Woilkarie, about 12 hours before and were taken on board. Their names he was unable to understand, but they will be forwarded to the French consul at Boston today, one of them belonging in St. Pierre, Miquelon, and the other in St. Malo, France.

## DAILY TIMES FISH BUREAU.

### Today's Arrivals and Receipts.

Sch. Mary T. Fallon, via Boston, 20,000 lbs. fresh fish.  
Sch. Clara G. Silva, via Boston, 60,000 lbs. fresh fish.  
Sch. Emily Sears, shore.  
Sch. Mary E. Cooney, shore.

### Vessels Sailed.

Sch. Conqueror, shacking.  
Sch. Lillian, south netting.  
Sch. Marsala, Rips.  
Sloop Send, shore.

### Today's Fish Market.

Board of Trade fresh fish prices: large western cod, \$2.37 1-2; medium do., \$1.62 1-2; large eastern cod, \$2.12 1-2; medium do., \$1.50; snapper do., 60c; cusk, \$1.62 1-2; snapper do., 50c; haddock, \$1.10; hake, \$1.10; pollock, \$1.

Board of Trade salt fish prices: Large Georges handline cod, \$4.75; medium do., \$3.75; salt haddock, \$2; salt pollock, \$2; salt hake, \$2; salt cusk, \$2.50.

Bank halibut, 8 cts. per lb., for white and 5 cts. or gray.

Rips salt cod, \$4.25 per cwt. for large, \$3.25 for medium, and \$2.25 for snappers.

Market price large western cod to split, \$2.50 per cwt., medium do., \$1.62 1-2. Large eastern cod, \$2.25, medium do., \$1.50.

Market price fresh large Rips cod, \$2.50 per cwt., medium do., \$1.80.

May 1.

## Boston.

Steamer Spray, 100,000 haddock, 60,000 cod, 15,000 pollock, 1500 halibut.

Sch. Flora J. Sears, 14,000 haddock, 3000 cod.

Sch. Rose Cabral, 11,000 haddock, 6000 cod.

Sch. Louise C. Cabral, 16,000 haddock, 6000 cod, 3000 hake.

Sch. Appomattox, 14,000 cod.

Sch. Henrietta G. Martin, 7000 haddock, 4000 cod.

Sch. Louisa R. Sylva, 27,000 haddock, 10,000 cod.

Sloop Olympia, 500 haddock, 500 cod.

Steamer Ida, 500 haddock, 500 cod.

Sch. Dorothy, 17000 cod.

Sch. Rattler, 2500 cod.

Sch. Mary J. Ward, 1500 haddock, 1500 cod.

Sch. Emilia Enos, 13,000 haddock, 14,000 cod.

Sch. Richard J. Nunan, 5000 haddock, 4000 cod, 8000 hake, 5000 cusk.

Sch. Thomas A. Cromwell, 18,000 haddock, 7000 cod, 20,000 cusk.

Sch. Olivia Sears, 4000 cod.

Haddock, \$2 to \$2.25; large cod, \$2.75; market cod, \$1.70; hake, \$1.50 to \$3; cusk, \$1.50 to \$2.

### Fishing Fleet Movements.

Sch. Independence II. is on Parkhurst's railways getting ready for her spring seining trip.

Sch. Fanine Belle Atwood has been painting up on Burnham's railways.

Quite a number of the southern netting fleet have now sailed and a large number will get away during the next ten days.

Sch. J. J. Flaherty was at Canso, N. S., last Saturday.

Sch. Rebecca Bartlett, Falmouth for this port, arrived at Vineyard Haven yesterday.

Sch. Terra Nova of Boston is having a new mainmast stepped at Burnham's shears.

Sch. Selma is on Burnham's railways for painting, etc.

May 2.

### Valuable Conch Shell.

There are evidently a number of mysterious properties about the conch shell in its relation to Indian religious rites and ceremonies that require investigation. For instance, a conch with its spirals twisting to the right instead of to the left is supposed to be worth its weight in gold. Some years ago a conch of that description was offered for sale in Calcutta with a reserve price of a lac of rupees placed on it. It was eventually bought in for £4,000. —Allahabad Pioneer.

May 2.

### POOR SEASON FOR FISHERMEN.

St. Johns, May 2.—The outlook for the French cod fishing fleet from St. Pierre, Miq., the present season is regarded as most gloomy. The number of vessels and the personnel of the crews is the smallest on record, and the first vessels now returning to that port report fish very scarce and the weather adverse.

May 2.

### AFTER HERRING.

#### Converted Yacht Alert May Go to the Magdalen Islands.

The converted yacht Alert, now a clipper fishing vessel owned by Capt. Almon D. Malloch, which has been at this port for some weeks, being stripped and refitted in fisherman style, went to Boston yesterday with her seineboat in tow. It is reported that Capt. Malloch may not go mackerel seining right away but that he is thinking of fitting the craft for a trip to the Magdalen Islands to engage in catching herring, which come there in great shoals as soon as the ice leaves that region.

May 2.

## BURIED WITH WRECKAGE.

### Close Call of Capt. Larkin and Man at the Wheel.

#### When Mast of Sch. Natalie J. Nelson Fell Over Stern.

Sch. Natalie J. Nelson, which was dismasted and towed to this port, from Yarmouth, N. S., yesterday, finished getting out her trip of fresh fish yesterday and this morning hauled over to the wharf of Capt. Jerome McDonald where the work of making repairs to her stern made necessary by the damage caused by the falling mainmast will be done by Leonard McKenzie. It is expected that it will be a week before the vessel will be ready for her crew again, when Capt. Albert Larkin, her regular skipper, will fit her for a seining trip to the Cape Shore.

The escape of Capt. Larkin and John Morash, the man at the wheel when the mast fell, borders on the miraculous. The vessel at the time of the accident, a week ago Sunday night, was bound to the westward from Little LaHave bank with a rattling good breeze, just so she could swing her four lowers in good shape. The wind was from the westward and the sea was pretty rough and the vessel was driving along, about 60 miles from Seal Island. It was early evening and Capt. Larkin was having a chat with Morash at the wheel, the lookout being forward.

Looking aloft the skipper remarked, "That iron work stands it in great shape, don't it?" The words were barely out of his mouth than came a cracking and snapping and the mainmast was seen to quiver. Both knew something had given away. The captain made one dive for the cabin companionway but does not know how he reached the cabin door, while Morash made a dive for the side of the vessel to jump overboard and thus avoid being struck by the spar that he knew was descending. The fluttering mainsail cut him off and as a last resort he threw himself flat on the deck. The whole great mass of wreckage fell over him, burying him completely, but fortunately nothing struck him, and when the crew pulled away the sail and rigging they found him unharmed.

The iron work which gave way aloft left the mainmast with no support, and the latter broke almost at the deck and fell directly backward, fairly over the stern, and when it struck the taffrail started the whole stern fully a foot.

With all this mass of wreckage hanging to her in the heavy wind and sea, the Nelson was not in an altogether comfortable position. All hands turned to and tried to save the mainsail, but as a great deal of it had gone overboard with the broken spar and gaff, it was found impossible to do anything, so beyond a little rigging and the gaff, nothing was saved.

It was a long hard task to clear away the wreckage, but it was finally accomplished, and under shortened canvas the craft made Yarmouth, N. S., and was towed to this port from there by the tug Underwriter.

May 2.

### ARE DOING WELL.

#### Two More Lunenburg Bankers Home with Nice Fares.

A despatch to one of our leading fishing concerns, received yesterday from Lunenburg, N. S., states that two more of the early Lunenburg bankers, which had been out five weeks or so, had just arrived, each with a fine fare, having 100,000 pounds of salt cod. Both vessels had had good fishing and reported quite a lot of fish and fine prospects.

About ten days ago, the first of the Lunenburg bankers, sch. Beatrice Mack, a craft well known here, arrived at her home port, having been gone but a month, with a fine fare of 80,000 pounds of salt cod. Her captain reported finding good fishing and thought the outlook was good. The arrival of these two fares Tuesday would tend to prove the wisdom of his opinion.

The Lunenburg vessel owners and skippers say that they are expecting a good salt banking season.